west entrance jetty; seaward end of the east entrance jetty, thence generally along the 30-foot-depth curve to:

Latitude	Longitude
34°08′21″ N	119°12′15″ W
34°07′10″ N	119°13′20″ W
34°05′48″ N	119°13′23″ W

(2) [Reserved]

[CGD 82–101, 48 FR 49019, Oct. 24, 1983]

§ 166.400 Areas along the coast of Alaska.

(a) *Purpose.* Fairways, as described in this section, are established to control the erection of structures therein to provide safe vessel routes along the coast of Alaska.

(b) *Designated Areas.*

(1) *Prince William Sound Safety Fairway. (i) Hinchinbrook Entrance Safety Fairway.* The area enclosed by rhumb lines joining points at:

Latitude	Longitude
59°59′00″ N	145°27′24″ W
60°13′18″ N	146°38′06″ W
60°11′24″ N	146°47′00″ W
59°55′00″ N	145°42′00″ W

(ii) *Gulf to Hinchinbrook Safety Fairway* (recommended for inbound vessel traffic). The area enclosed by rhumb lines joining points at:

Latitude	Longitude
59°15′42″ N	144°02′07″ W
59°59′00″ N	145°27′24″ W
59°58′00″ N	145°32′12″ W
59°14′18″ N	144°04′53″ W

(iii) *Hinchinbrook to Gulf Safety Fairway* (recommended for outbound vessel traffic). The area enclosed by rhumb lines joining points at:

Latitude	Longitude
59°15′41″ N	144°23′35″ W
59°56′00″ N	145°37′39″ W
59°55′00″ N	145°42′00″ W
59°14′19″ N	144°26′25″ W

(2) *Unimak Pass Safety Fairway. (i) East/West Safety Fairway.* The area enclosed by rhumb lines joining points at:

Latitude	Longitude
54°25′58″ N	165°42′24″ W
54°22′50″ N	165°06′54″ W
54°22′10″ N	164°59′29″ W
54°07′58″ N	162°19′25″ W
54°04′02″ N	162°20′35″ W
54°22′02″ N	165°43′36″ W

(ii) *North/South Safety Fairway.* The area enclosed by rhumb lines joining points at:

Latitude	Longitude
54°42′28″ N	165°16′19″ W
54°43′32″ N	165°09′41″ W
54°22′50″ N	165°06′54″ W
54°22′10″ N	164°59′29″ W

[CGD 81–103, 51 FR 43349, Dec. 2, 1986]

§ 166.500 Areas along the Atlantic Coast.

(a) *Purpose.* Fairways, as described in this section are established to control the erection of structures therein to provide safe vessel routes along the Atlantic Coast.

(b) *Designated Areas.*

(1) *Off New York Shipping Safety Fairway.* (i) Ambrose to Nantucket Safety Fairway. The area enclosed by rhumb lines, [North American Datum of 1927 (NAD–27)] joining points at:

Latitude	Longitude
40°32′20″ N	73°04′57″ W
40°30′58″ N	72°58′25″ W
40°34′07″ N	70°19′23″ W
40°35′37″ N	70°14′09″ W
40°30′37″ N	70°14′00″ W
40°32′07″ N	70°19′19″ W
40°28′58″ N	72°58′25″ W
40°27′20″ N	73°04′57″ W

(ii) *Nantucket to Ambrose Safety Fairway.* The area enclosed by rhumb lines, NAD–27, joining point at:

Latitude	Longitude
28°54′33″ N	89°26′07″ W
40°24′20″ N	73°04′58″ W
40°22′58″ N	72°58′26″ W
40°26′07″ N	70°19′09″ W
40°27′37″ N	70°13′46″ W
40°22′37″ N	70°13′36″ W
40°24′07″ N	70°19′05″ W
40°20′58″ N	72°58′26″ W
40°19′20″ N	73°04′58″ W

[CGD 84–004, 52 FR 33589, Sept. 4, 1987; 52 FR 36248, Sept. 28, 1987]

PART 167—OFFSHORE TRAFFIC SEPARATION SCHEMES

Subpart A—General

Sec.
167.1 Purpose.

Subpart B—Description of Traffic Separation Schemes and Precautionary Areas

AUTHORITY: 33 U.S.C. 1223; 49 CFR 1.46.

SOURCE: CGD 81–080, 48 FR 36456, Aug. 11, 1983, unless otherwise noted.

Subpart A—General

§ 167.1 Purpose.

The purpose of the regulations in this part is to establish and designate traffic separation schemes and precautionary areas to provide access routes for vessels proceeding to and from U.S. ports.

§ 167.3 Geographic coordinates.

Geographic coordinates are defined using North American 1927 Datum (NAD 27) unless indicated otherwise.

[CGD 90–039, 59 FR 21937, Apr. 28, 1994]

§ 167.5 Definitions.

(a) *Area to be avoided* means a routing measure comprising an area within defined limits in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties and which should be avoided by all ships or certain classes of ships.

(b) *Traffic separation scheme* (TSS) means a designated routing measure which is aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes.

(c) *Traffic lane* means an area within defined limits in which one-way traffic is established. Natural obstacles, including those forming separation zones, may constitute a boundary.

(d) *Separation zone or line* means a zone or line separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of ships proceeding in the same direction.

(e) *Precautionary area* means a routing measure comprising an area within

defined limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended.

(f) *Deep-water route* means an internationally recognized routing measure primarily intended for use by ships that, because of their draft in relation to the available depth of water in the area concerned, require the use of such a route.

(g) *Two-way route* means a route within defined limits inside which two-way traffic is established, aimed at providing safe passage of ships through waters where navigation is difficult or dangerous.

[CGD 81–080, 48 FR 36456, Aug. 11, 1983; 49 FR 15548, Apr. 19, 1984, as amended by CGD 90–039, 59 FR 21937, Apr. 28, 1994; CGD 97–004, 65 FR 12945, Mar. 10, 2000; USCG–1999–5700, 65 FR 46605, July 31, 2000]

§ 167.10 Operating rules.

The operator of a vessel in a TSS shall comply with Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972, as amended.

§ 167.15 Modification of schemes.

(a) A traffic separation scheme or precautionary area described in this Part may be permanently amended in accordance with 33 U.S.C. 1223 (92 Stat. 1473), and with international agreements.

(b) A traffic separation scheme or precautionary area in this Part may be temporarily adjusted by the Commandant of the Coast Guard in an emergency, or to accommodate operations which would create an undue hazard for vessels using the scheme or which would contravene Rule 10 of the International Regulations for Preventing Collisions at Sea, 1972. Adjustment may be in the form of a temporary traffic lane shift, a temporary suspension of a section of the scheme, a temporary precautionary area overlaying a lane, or other appropriate measure. Adjustments will only be made where, in the judgment of the Coast Guard, there is no reasonable alternative means of conducting an operation and navigation safety will not be jeopardized by the adjustment. Notice of adjustments will be made in the appropriate Notice to Mariners and in the FEDERAL REGISTER. Requests by members of the public for temporary adjustments to traffic separation schemes must be submitted 150 days prior to the time the adjustment is desired. Such Requests, describing the interference that would otherwise occur to a TSS, should be submitted to the District Commander of the Coast Guard District in which the TSS is located.

Subpart B—Description of Traffic Separation Schemes and Precautionary Areas

ATLANTIC EAST COAST

SOURCE: CGD 84–004, 52 FR 33589, Sept. 4, 1987, unless otherwise noted.

§ 167.150 Off New York Traffic Separation Scheme: General.

The specific areas in the Off New York Traffic Separation Scheme and Precautionary Areas are described in §§ 167.151, 167.152, 167.153, 167.154, and 167.155 of this chapter.

[CGD 84–004, 52 FR 33589, Sept. 4, 1987]

§ 167.151 Off New York: Precautionary areas.

(a) A circular precautionary area with a radius of seven miles is established centered upon Ambrose Light in geographical position 40°27.50′ N,73°49.90′ W.

(b) A precautionary area is established between the traffic separation scheme ''Eastern Approach, off Nantucket'' and the traffic separation scheme ''In the Approach to Boston, Massachusetts.'' (1) The precautionary area is bounded to the east by a circle of radius 15.5 miles, centered upon geographical position 40°35.00′ N, 69°00.00′ W, and is intersected by the traffic separation schemes ''In the Approach to Boston, Massachusetts'' and ''Off New York'' at the following geographic positions:

Latitude	Longitude
40°50.33′ N	68°57.00′ W
40°23.75′ N	69°14.63′ W

(2) The precautionary area is bounded to the west by a line connecting the two traffic separation schemes between the following geographical positions:

Latitude	Longitude
40°36.75′ N	68°15.16′ W
40°48.00′ N	69°03.33′ W

[CGD 84–004, 52 FR 33589, Sept. 4, 1987]

§ 167.152 Off New York: Eastern approach, off Nantucket.

(a) A separation zone is established bounded by a line connecting the following geographical positions:

Latitude	Longitude
40°28.75′ N	69°14.83′ W
40°27.62′ N	70°13.77′ W
40°30.62′ N	70°14.00′ W
40°31.75′ N	69°14.97′ W

(b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°36.75′ N	69°15.17′ W
40°35.62′ N	70°14.15′ W

(c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°22.62′ N	70°13.60′ W
40°23.75′ N	69°14.63′ W

[CGD 84–004, 52 FR 33589, Sept. 4, 1987]

§ 167.153 Off New York: Eastern approach, off Ambrose Light.

(a) A separation zone is established bounded by a line connecting the following geographical positions:

Latitude	Longitude
40°24.33′ N	73°04.97′ W
40°24.20′ N	73°11.50′ W
40°26.00′ N	73°40.93′ W
40°27.00′ N	73°40.75′ W
40°27.20′ N	73°11.50′ W
40°27.33′ N	73°04.95′ W

(b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°32.33′ N	73°04.95′ W
40°32.20′ N	73°11.50′ W
40°28.00′ N	73°40.73′ W

(c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°25.05′ N	73°41.32′ W
40°19.20′ N	73°11.50′ W
40°19.33′ N	73°04.97′ W

[CGD 84–004, 52 FR 33589, Sept. 4, 1987]

§ 167.154 Off New York: South-eastern approach.

(a) A separation zone is established bounded by a line connecting the following geographical positions:

Latitude	*Longitude*
40°03.10′ N	73°17.93′ W
40°06.50′ N	73°22.73′ W
40°22.45′ N	73°43.55′ W
40°23.20′ N	73°42.70′ W
40°08.72′ N	73°20.10′ W
40°05.32′ N	73°15.28′ W

(b) A traffic lane for north-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°08.98′ N	73°10.87′ W
40°12.42′ N	73°15.67′ W
40°24.02′ N	73°41.97′ W

(c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°21.82′ N	73°44.55′ W
40°02.80′ N	73°27.15′ W
39°59.43′ N	73°22.35′ W

[CGD 84–004, 52 FR 33589, Sept. 4, 1987, as amended by CGD 97–023, 62 FR 33365, June 19, 1997]

§ 167.155 Off New York: Southern approach.

(a) A separation zone is established bounded by a line connecting the following geographical positions:

Latitude	Longitude
39°45.70′ N	73°48.00′ W
40°20.63′ N	73°48.33′ W
40°20.87′ N	73°47.07′ W
39°45.70′ N	73°44.00′ W

(b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
39°45.70′ N	73°37.70′ W
40°21.25′ N	73°45.85′ W

(c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
40°20.53′ N	73°49.65′ W
39°45.70′ N	73°54.40′ W

NOTE: Use of LORAN C enables masters of appropriately equipped vessels to be informed highly accurately and continuously about the vessel's position in the area covered by this scheme.

[CGD 84–004, 52 FR 33589, Sept. 4, 1987]

§ 167.170 Off Delaware Bay Approach Traffic Separation Scheme: General.

The Off Delaware Bay Approach Traffic Separation Scheme consists of four parts: an Eastern Approach, a Southeastern Approach, a Two-Way Traffic Route, and a Precautionary Area. The specific areas in the Off Delaware Bay Approach Traffic Separation Scheme and Precautionary Area are described in §§ 167.171 through 167.174.

[CGD 97–004, 65 FR 12945, Mar. 10, 2000]

§ 167.171 Off Delaware Bay: Eastern approach.

(a) A separation zone is established bounded by a line connecting the following geographic positions:

Latitude	Longitude
38°46.30′N	74°34.45′W
38°46.33′N	74°55.75′W
38°47.45′N	74°55.40′W
38°47.35′N	74°34.50′W

(b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographic positions:

Latitude	Longitude
38°48.32′N	74°55.30′W
38°49.80′N	74°34.60′W

(c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographic positions:

Latitude	Longitude
38°45.45′N	74°56.20′W
38°44.45′N	74°34.35′W

[CGD 97–004, 65 FR 12945, Mar. 10, 2000]

§ 167.172 Off Delaware Bay: Southeastern approach.

(a) A separation zone is established bounded by a line connecting the following geographic positions:

Latitude	Longitude
38°27.00′N	74°42.30′W
38°43.40′N	74°58.00′W
38°44.20′N	74°57.20′W
38°27.60′N	74°41.30′W

(b) A traffic lane for north-westbound traffic is established between separation zone and a line connecting the following geographic positions:

Latitude	Longitude
38°28.80′N	74°39.30′W
38°45.10′N	74°56.60′W

(c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographic positions:

Latitude	Longitude
38°42.80′N	74°58.90′W
38°27.00′N	74°45.40′W

[CGD 97–004, 65 FR 12945, Mar. 10, 2000]

§ 167.173 Off Delaware Bay: Two-Way Traffic Route.

The Two-Way Traffic Route is recommended for use predominantly by tug and tow traffic transiting to and from the northeast in order to separate such traffic from large, inbound vessel traffic.

(a) The Two-Way Traffic Route is bounded on the west and south by a line connecting the following geographic positions:

Latitude	Longitude
38°50.75′N	75°03.40′W
38°47.50′N	75°01.80′W
38°48.32′N	74°55.30′W
38°50.20′N	74°49.73′W

Latitude	Longitude
39°00.00′N	74°40.23′W

(b) The two-way traffic route is bounded on the east and north by a line connecting the following geographic positions:

Latitude	Longitude
39°00.00′N	74°41.00′W
38°50.48′N	74°50.30′W
38°48.80′N	74°55.25′W
38°48.33′N	74°59.30′W
38°49.10′N	75°01.65′W
38°51.27′N	75°02.83′W

[CGD 97–004, 65 FR 12945, Mar. 10, 2000]

§ 167.174 Off Delaware Bay: Precautionary area.

A precautionary area is established as follows: from 38°42.80′N, 74°58.90′W; then northerly by an arc of eight nautical miles centered at 38°48.90′N, 75°05.60′W to 38°48.32′N, 74°55.30′W; then westerly to 38°47.50′N, 75°01.80′W; then northerly to 38°50.75′N, 75°03.40′W; then northeasterly to 38°51.27′N, 75°02.83′W; then northerly to 38°54.80′N, 75°01.60′W; then westerly by an arc of 6.7 nautical miles centered at 38°48.90′N, 75°05.60′W to 38°55.53′N, 75°05.87′W; then southwesterly to 38°54.00′N, 75°08.00′W; then southerly to 38°46.60′N, 75°03.55′W; then southeasterly to 38°42.80′N, 74°58.90′W.

Datum: NAD 83.

[CGD 97–004, 65 FR 12946, Mar. 10, 2000]

§ 167.200 In the approaches to Chesapeake Bay Traffic Separation Scheme: General.

(a) The traffic separation scheme in the approaches to Chesapeake Bay consists of three parts: a Precautionary Area, an Eastern Approach, and a Southern Approach. The Southern Approach consists of inbound and outbound lanes for vessels drawing 13.5 meters (45 feet) of fresh water or less, separated by a deep-water (DW) route for inbound and outbound vessels with drafts exceeding 13.5 meters (45 feet) in fresh water and for naval aircraft carriers. Each part is defined geographically, using North American Datum 1983 (NAD 83), in §§ 167.201, 167.202, 167.203.

(b) All vessels approaching the Traffic Separation Scheme in the Approaches to Chesapeake Bay should use the appropriate inbound or outbound traffic lane.

[CGD 90–039, 59 FR 21937, Apr. 28, 1994]

§ 167.201 In the approaches to Chesapeake Bay: Precautionary area.

A precautionary area is established bounded by a circle with a two-mile radius, centered on the following geographic position:

Latitude	*Longitude*
36°56.14′ N	75°57.43′ W

[CGD 90–039, 59 FR 21937, Apr. 28, 1994]

§ 167.202 In the approaches to Chesapeake Bay: Eastern approach.

(a) A separation line is established connecting the following geographic positions:

Latitude	*Longitude*
36°58.66′ N	75°48.63′ W
36°56.79′ N	75°55.08′ W

(b) An inbound traffic lane is established between the separation line and a line connecting the following geographical positions:

Latitude	*Longitude*
36°59.14′ N	75°48.88′ W
36°57.24′ N	75°55.34′ W

(c) An outbound traffic lane is established between the separation line and a line connecting the following geographical positions:

Latitude	*Longitude*
36°56.29′ N	75°54.93′ W
36°58.18′ N	75°48.48′ W

[CGD 90–039, 59 FR 21937, Apr. 28, 1994]

§ 167.203 In the approaches to Chesapeake Bay: Southern approach.

(a) An inbound traffic lane is established between separation lines running through the following geographical positions:

Latitude	*Longitude*
36°50.33′ N	75°46.29′ W
36°52.90′ N	75°51.52′ W
36°55.96′ N	75°54.97′ W
36°55.11′ N	75°55.23′ W
36°52.35′ N	75°52.12′ W
36°49.70′ N	75°46.80′ W

(b) An outbound traffic lane is established between separation lines running through the following geographical positions:

Latitude	*Longitude*

36°49.52′ N	75°46.94′ W
36°52.18′ N	75°52.29′ W
36°54.97′ N	75°55.43′ W
36°54.44′ N	75°56.09′ W
36°51.59′ N	75°52.92′ W
36°48.87′ N	75°47.42′ W

(c) A deep-water route is established between lines running through the following geographical positions:

Latitude	*Longitude*
36°55.11′ N	75°55.23′ W
36°52.35′ N	75°52.12′ W
36°49.70′ N	75°46.80′ W
36°49.52′ N	75°46.94′ W
36°52.18′ N	75°52.29′ W
36°54.97′ N	75°55.43′ W

(d) The following vessels should use the deep-water route established in paragraph (c) of this section when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay:

(1) Deep draft vessels (drafts greater than 13.5 meters/45 feet in fresh water).

(2) Naval aircraft carriers.

(e) It is recommended that a vessel using the deep-water route established in paragraph (c) of this section—

(1) Announce its intention on VHF–FM Channel 16 as it approaches Chesapeake Bay Southern Approach Lighted Whistle Buoy CB on the south end, or Chesapeake Bay Junction Lighted Buoy CBJ on the north end of the route;

(2) Avoid, as far as practicable, overtaking other vessels operating in the deep-water route; and

(3) Keep as near to the outer limit of the route which lies on the vessel's starboard side as is safe and practicable.

(f) Vessels other than those listed in paragraph (d) of this section should not use the deep-water route.

[CGD 90–039, 59 FR 21937, Apr. 28, 1994, as amended by 59 FR 28449, June 1, 1994]

ATLANTIC GULF COAST

§ 167.350 In the approaches to Galveston Bay Traffic Separation Scheme and precautionary areas.

(a) An inshore precautionary area bounded by a line connecting the following geographical positions:

Latitude	Longitude
(1) 29°18.10′ N	94°39.20′ W
(2) 29°16.10′ N	94°37.00′ W
(3) 29°18.00′ N	94°34.90′ W
(4) 29°19.40′ N	94°37.10′ W
(5) 29°19.80′ N	94°38.10′ W

(b) A traffic separation zone bounded by a line connecting the following geographical positions:

Latitude	Longitude
(6) 29°17.13′ N	94°35.86′ W
(7) 29°09.55′ N	94°25.80′ W
(8) 29°09.41′ N	94°25.95′ W
(9) 29°17.00′ N	94°36.00′ W

(c) A traffic lane for inbound (northwesterly heading) traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
(3) 29°18.00′ N	94°34.90′ W
(10) 29°11.20′ N	94°24.00′ W

(d) A traffic lane for outbound (southeasterly heading) traffic is established between the separation zone and line connecting the following geographical positions:

Latitude	Longitude
(2) 29°16.10′ N	94°37.00′ W
(11) 29°07.70′ N	94°27.80′ W

(e) An offshore precautionary area bounded by a line connecting the following geographical positions:

Latitude	Longitude
(11) 29°07.70′ N	94°27.80′ W
(12) 29°06.40′ N	94°26.20′ W
(13) 29°06.40′ N	94°23.90′ W
(14) 29°09.10′ N	94°20.60′ W
(10) 29°11.20′ N	94°24.00′ W

NOTE: A pilot boarding area is located near the center of the inshore precautionary area. Due to heavy vessel traffic, mariners are advised not to anchor or linger in this precautionary area except to pick up or disembark a pilot.

[CGD 81–080, 48 FR 36456, Aug. 11, 1983. Redesignated by CGD 84–004, 52 FR 33589, Sept. 4, 1987; CGD 89–019, 54 FR 28062, July 5, 1989; 54 FR 51972, Dec. 19, 1989]

PACIFIC WEST COAST

SOURCE: USCG–1999–5700, 65 FR 46605, July 31, 2000, unless otherwise noted.

§ 167.400 Off San Francisco Traffic Separation Scheme: General.

The Off San Francisco Traffic Separation Scheme consists of six parts: a Precautionary Area, a Northern Approach, a Southern Approach, a Western Approach, a Main Ship Channel, and an Area to Be Avoided. The specific areas in the Off San Francisco TSS and Precautionary Area are described in §§ 167.401 through 167.406 of this chapter. The geographic coordinates in §§ 167.401 through 167.406 are defined using North American Datum 1983 (NAD 83).

§ 167.401 Off San Francisco: Precautionary area.

(a)(1) A precautionary area is established bounded to the west by an arc of a circle with a radius of 6 miles centering upon geographical position 37°45.00′ N, 122°41.50′ W and connecting the following geographical positions:

Latitude	Longitude
37°42.70′ N	122°34.60′ W.
37°50.30′ N	122°38.00′ W.

(2) The precautionary area is bounded to the east by a line connecting the following geographic positions:

Latitude	Longitude
37°42.70′ N	122°34.60′ W.
37°45.90′ N	122°38.00′ W.
37°50.30′ N	122°38.00′ W.

(b) A pilot boarding area is located near the center of the precautionary area described in paragraph (a) of this section. Due to heavy vessel traffic, mariners are advised not to anchor or linger in this precautionary area except to pick up or disembark a pilot.

§ 167.402 Off San Francisco: Northern approach.

(a) A separation zone is bounded by a line connecting the following geographical positions:

Latitude	Longitude
37°48.40′ N	122°47.60′ W
37°56.70′ N	123°03.70′ W
37°55.20′ N	123°04.90′ W
37°47.70′ N	122°48.20′ W

(b) A traffic lane for north-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
37°49.20′ N	122°46.70′ W.
37°58.00′ N	123°02.70′ W.

(c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
37°53.90′ N	123°06.10′ W.
37°46.70′ N	122°48.70′ W.

§ 167.403 Off San Francisco: Southern approach.

(a) A separation zone is bounded by a line connecting the following geographical positions:

Latitude	Longitude
37°39.10′ N	122°40.40′ W.
37°27.00′ N	122°40.40′ W.
37°27.00′ N	122°43.00′ W.
37°39.10′ N	122°43.00′ W.

(b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
37°39.30′ N	122°39.20′ W.
37°27.00′ N	122°39.20′ W.

(c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
37°27.00′ N	122°44.30′ W.
37°39.40′ N	122°44.30′ W.

§ 167.404 Off San Francisco: Western approach.

(a) A separation zone is bounded by a line connecting the following geographical positions:

Latitude	Longitude
37°41.90′ N	122°48.00′ W.
37°38.10′ N	122°58.10′ W.
37°36.50′ N	122°57.30′ W.
37°41.10′ N	122°47.20′ W.

(b) A traffic lane for south-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
37°42.80′ N	122°48.50′ W.
37°39.60′ N	122°58.80′ W.

(c) A traffic lane for north-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
37°35.00′ N	122°56.50′ W.
37°40.40′ N	122°46.30′ W.

§ 167.405 Off San Francisco: Main ship channel.

(a) A separation line connects the following geographical positions:

Latitude	Longitude
37°45.90′ N	122°38.00′ W.
37°47.00′ N	122°34.30′ W.
37°48.10′ N	122°31.00′ W.

(b) A traffic lane for eastbound traffic is established between the separation line and a line connecting the following geographical positions:

Latitude	Longitude
37°45.80′ N	122°37.70′ W.
37°47.80′ N	122°30.80′ W.

(c) A traffic lane for westbound traffic is established between the separation line and a line connecting the following geographical positions:

Latitude	Longitude
37°46.20′ N	122°37.90′ W.
37°46.90′ N	122°35.30′ W.
37°48.50′ N	122°31.30′ W.

§ 167.406 Off San Francisco: Area to be avoided.

A circular area to be avoided, with a radius of half of a nautical mile, is centered upon geographic position:

Latitude	Longitude
37°45.00′ N	122°41.50′ W.

§ 167.450 In the Santa Barbara Channel Traffic Separation Scheme: General.

The Traffic Separation Scheme in the Santa Barbara Channel is described in §§ 167.451 and 167.452. The geographic coordinates in §§ 167.451 and 167.452 are defined using North American Datum 1983 (NAD 83).

§ 167.451 In the Santa Barbara Channel: Between Point Vicente and Point Conception.

(a) A separation zone is bounded by a line connecting the following geographical positions:

Latitude	Longitude
34°20.90′ N	120°30.16′ W
34°04.00′ N	119°15.96′ W.
33°44.90′ N	118°35.75′ W.
33°43.20′ N	118°36.95′ W.
34°02.20′ N	119°17.46′ W.
34°18.90′ N	120°30.96′ W.

(b) A traffic lane for north-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
34°21.80′ N	120°29.96′ W.
34°04.80′ N	119°15.16′ W.
33°45.80′ N	118°35.15′ W.

(c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
33°42.30′ N	118°37.55′ W.
34°01.40′ N	119°18.26′ W.
34°18.00′ N	120°31.16′ W.

§ 167.452 In the Santa Barbara Channel: Between Point Conception and Point Arguello.

(a) A separation zone is bounded by a line connecting the following geographical positions:

Latitude	Longitude
34°20.90′ N	120°30.16′ W.
34°18.90′ N	120°30.96′ W.
34°25.70′ N	120°51.81′ W.
34°23.75′ N	120°52.51′ W.

(b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
34°21.80′ N	120°29.96′ W.
34°26.60′ N	120°51.51′ W.

(c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
34°18.00′ N	120°31.16′ W.
34°22.80′ N	120°52.76′ W.

§ 167.500 In the approaches to Los Angeles-Long Beach Traffic Separation Scheme: General.

The Traffic Separation Scheme in the approaches to Los Angeles-Long Beach consists of three parts: a Precautionary Area, a Western Approach, and a Southern Approach. The specific areas in the approaches to Los Angeles-Long Beach are described in §§ 167.501 through 167.503. The geographic coordinates in §§ 167.501 through 167.503 are defined using North American Datum 1983 (NAD 83).

[USCG–2000–7695, 65 FR 53913, Sept. 6, 2000]

§ 167.501 In the approaches to Los Angeles/Long Beach: Precautionary area.

(a) The precautionary area consists of the water area enclosed by the Los Angeles-Long Beach breakwater and a line connecting Point Fermin Light at 33°42.30′N, 118°17.60′W, with the following geographical positions:

Latitude	Longitude
33°35.50′N	118°17.60′W.
33°35.50′N	118°09.00′W.
33°37.70′N	118°06.50′W.
33°43.40′N	118°10.80′W.

(b) Pilot boarding areas are located within the precautionary area described in paragraph (a) of this section. Specific regulations pertaining to vessels operating in these areas are contained in 33 CFR 165.1109(d).

[USCG–2000–7695, 65 FR 53913, Sept. 6, 2000]

§ 167.502 In the approaches to Los Angeles-Long Beach: Western approach.

(a) A separation zone is bounded by a line connecting the following geographical positions:

Latitude	Longitude
33°37.70′N	118°17.60′W.
33°36.50′N	118°17.60′W.
33°36.50′N	118°23.10′W.
33°43.20′N	118°36.90′W.
33°44.90′N	118°35.70′W.
33°37.70′N	118°20.90′W.

(b) A traffic lane for northbound coastwise traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
33°38.70′N	118°17.60′W.
33°38.70′N	118°20.60′W.
33°45.80′N	118°35.10′W.

(c) A traffic lane for southbound coastwise traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
33°35.50′N	118°17.60′W.
33°35.50′N	118°23.43′W.
33°42.30′N	118°37.50′W.

[USCG–2000–7695, 65 FR 53913, Sept. 6, 2000]

§ 167.503 In the approaches to Los Angeles-Long Beach TSS: Southern approach.

(a) A separation zone is established bounded by a line connecting the following geographic positions:

Latitude	Longitude
33°35.50′N	118°10.30′W.
33°35.50′N	118°12.75′W.
33°19.70′N	118°03.50′W.
33°19.00′N	118°05.60′W.

(b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
33°35.50′N	118°09.00′W.
33°20.00′N	118°02.30′W.

(c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:

Latitude	Longitude
33°35.50′N	118°14.00′W.

Latitude	Longitude
33°18.70′N	118°06.75′W.

[USCG–2000–7695, 65 FR 53913, Sept. 6, 2000]

PART 168—ESCORT REQUIREMENTS FOR CERTAIN TANKERS

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AUTHORITY: Section 4116(c), Pub. L. 101–380, 104 Stat. 520 (46 U.S.C. 3703 note).

SOURCE: CGD 91–202, 59 FR 42968, Aug. 19, 1994, unless otherwise noted.

§ 168.01 Purpose.

(a) This part prescribes regulations in accordance with section 4116(c) of the Oil Pollution Act of 1990 (OPA 90) (Pub. L. 101–380). The regulations will reduce the risk of oil spills from laden, single hull tankers over 5,000 GT by requiring that these tankers be escorted by at least two suitable escort vessels. The escort vessels will be immediately available to influence the tankers' speed and course in the event of a steering or propulsion equipment failure, thereby reducing the possibility of groundings or collisions.

(b) The regulations in this part establish minimum escort vessel requirements. Nothing in these regulations should be construed as relieving the master of a tanker from the duty to operate the vessel in a safe and prudent manner, taking into account the navigational constraints of the waterways to be traversed, other vessel traffic, and anticipated weather, tide, and sea conditions, which may require reduced speeds, greater assistance from escort vessels, or other operational precautions.

§ 168.05 Definitions.

As used in this part—

Disabled tanker means a tanker experiencing a loss of propulsion or steering control.

Escort transit means that portion of the tanker's voyage through waters where escort vessels are required.

Escort vessel means any vessel that is assigned and dedicated to a tanker during the escort transit, and that is fendered and outfitted with towing gear as appropriate for its role in an emergency response to a disabled tanker.

Laden means transporting in bulk any quantity of applicable cargo, except for clingage and residue in otherwise empty cargo tanks.

Single hull tanker means any self-propelled tank vessel that is not constructed with both double bottom and double sides in accordance with the provisions of 33 CFR 157.10d.

Tanker master means the licensed onboard person in charge of the tanker.

Tanker owner or operator means the owner or shoreside organization (individual, corporation, partnership, or association), including a demise charterer, responsible for the overall management and operation of the tanker.

§ 168.10 Responsibilities.

(a) The tanker owner or operator shall:

(1) select escort vessels that can meet the performance requirements of this part; and

(2) inform the tanker master of the performance capabilities of the selected escort vessels. This information must be provided to the master before beginning the escort transit.

(b) The tanker master shall operate the tanker within the performance capabilities of the escort vessels, taking into account speed, sea and weather conditions, navigational considerations, and other factors that may change or arise during the escort transit.

(c) In an emergency, the tanker master may deviate from the requirements of this part to the extent necessary to avoid endangering persons, property, or the environment, but shall immediately report the deviation to the cognizant Coast Guard Captain of the Port (COTP).